Sullivan, Ellen, Swift, P. P., Shea, John, Sullivan, Margaret, Sullivan, Mary, Sullivan, Timothy, Snillane, John, Sheahy, Ellen, Thomas, William, Techa Edward

Rosa, August, Erste, Zweith, Dritte,

Prompson, Enut, Tessy, Carl.

antrinus.

Connesson, F., Connesson, Rinebardt,

Opening of the Investigation Into the Loss of the Atlantic.

MURDER IN THE FIRST DEGREE.

Statements of the Captain, Chief Officer and Cabin Passengers.

FOOD AS WELL AS FUEL GIVING OUT.

Two Days' Provisions Only on Board on the 31st of March.

NO SOUNDINGS TAKEN, NO LOOKOUT KEPT.

Running on an Unknown Coast at Twelve Knots an Hour.

THE SNOW LINE OF THE SHORE UNSEEN.

Striking on the Rocks the First Warning of Impending Death.

THE PLUGLESS BOATS, THE MOB CREW

The Ship Heels Over and the Boiler Explodes.

IGNORANCE, CARELESSNESS, INCOMPETENCY.

The Awful Sight of Distorted Death on Prospect Beach.

THE HALIFAX AGENTS HEEDLESS.

Bringing the Rescued Passengers to New York.

RECEPTION AT FANEUIL HALL

Superstitious Fears by the Passengers During the Voyage.

THIRTEEN AT TABLE.

Relatives Caring For the Dead-Charity Busy with the Living.

HALIFAX, N. S., April 5, 1873. The story of the wreck of the steamer Atlantic and its fearful loss of life never has and never will be fully told. The very worst suspicions of criminal carelessness, negligence, incompetency, or realized. Captain Williams, who now lonners about the principal hotel in Halifax, is the man who is responsible, and according to general wishes, as far as expressed, he is a man who ought to dangle from the yard arm before the rising of another

THE CUSTOMARY INVESTIGATION has commenced; but there will probably be nothing more heard from it than there has been from the inquiry into the Metis murder off Watch Hill last Summer. There have been very many false reports sent hence concerning the terrible calamity, and many persons who have been alluded to as generous, brave and humane will be stigmatized as wretches of the worst kind when the facts are known. This statement is broad but there is an avalanche of evidence to support it. That Captain Williams is one who is criminally responsible it is hardly necessary to repeat. His name and fame will linger for many generations: for there is scarcely a country on the whole world's domain but which to-day is in mourning on account of a home which he has made desolate through his ignorance or incompe tency. To the criminal negligence of the Captain which brenght about the disaster, there has fol lowed a painful indifference to the care and comfort of the lost and survivors on the part of the Hallfax agents of the unfortunate White Star line. THEY HAVE DONE NOTHING WHATEVER

to alleviate the sufferings of the saved, and about the same may be said concerning their efforts to care for the dead or assist the bereaved friends in identifying and recovering the bodies. All this indifference, it should be stated, is due to the Hali fax agents, who were notified at once by the company to spare no pains or expense in alleviating the sufferings of those who were affected by the terrible disaster. These instructions have been generally disregarded, and not until the arrival this morning of Mr. Pennelly from the New York office was there the slightest assurance of the good faith and good intentions of the company which has suffered so extensively in consequence of the imbe-cility of a commanding officer. Mr. Pennelly arrived here at an early hour this morning, and, besides him and the HERALD reporter here, were score of others who were attracted by the disaster which has sent a pang of sorrow through the whole civilized world. Among the number were many who came to identify and convey tenderly home the lifeless forms of those whom they had anticipated and arranged for a hearty and joytal welcome. Some were from New York, some from Massachusetts and other New England States, all bent on a mournful mission. There was a common sympathy, a sort of bond of sorrow; and as if to add to its impressiveness and strength, there intervened A RAILROAD COLLISION.

with three or four killed and three times as many Jatally wounded. This seemed an ill omen, and it proved to be what it seemed. The anxious and melancholy passengers were doomed to a term o sorrow, for as they approached the scene of disas ter the faint rumors which had met them were more than doubly verified. It was midnight and long after when the Hairiax Hotel was reached. and nothing could be done until morning.

the little steamer Henry Rood left the Commercia wharf, with Captain Merritt, of the New York Wrecking Company; Mr. Pennelly, of the White Star Line; the HERALD reporter and a few others, and proceeded to the scene of the wreck. The story of this light and that was told with great effect by Mr. Lawson, who commanded the little craft; but the whole thing in a nutshell was that the Atlantic struck & rock

FORTY MILES FROM THE POINT where her captain or almost any other officer supposed her to be. The scene of the wreck, as already described, was found to be wretched and

terrible. The stran el steamer lay there with her masts protruding, from the ugly deep, and with hundreds of the lost taking their last slumber in the stater coms and berths. The HERALD's boat passed over the wreck at low tide, and down through the skylight

IN THE BRIDAL CHAMBER could be seen the lifeless forms of a fond husband and wife clasped in each other's embrace. But this is only one of the harrowing scenes, which would

The Hon. Cyrus Fisher, of Vermone, had resided in London for seven years past in the practice of the law. He married Miss Mary Ripley, of Rutland, Vt., a daughter of W. S. Ripley, the President of the Rutiand County National Bank. Mr. and Mrs. Fisher were intending to make

A SUBPRISE VISIT TO THEIR FRIENDS in Vermont. The HERALD has given accounts of this devotion to each other. The husband refused to leave his wife, though he was prayed to do so by the poor woman, and they perished together. Mr. Dorr, of Rutland, is here to recover and forward their bodies. The first news received in Vermont was by cable from London, announcing that they were on board the ill-fated steamer. It was a sad surprise indeed.

Many people visited the scene of the wreck dur-ing the day by land and steamer. THE SCENE WAS MOST SHOCKING.

The boats and rocks were bloody, and the were bruised and disfigured in a horrivie way to look upon. A little child with its face blackened and distorted in agony brought shudders from the stoutest, and strong men turned aside and wept. The body of Mrs. Davison, her luxuriant hair half torn from the scalp, and her timbs bruised and bloody, presented a sud spectacle. The dead lay on the of the island in rows, staring to the skies, and presenting such a hideous spectacle that those who witnessed it shuddered at the bare mention of it. The horror of the scene was beightened by

HUNDREDS OF RUDE COFFINS in the background, with their inanimate inmates, and simply numbered, to be placed in nameless graves. It seemed more like the scenes which follow a great battle than the frown of fortune upon simple commercial pursuits. It is a singular fact that every person who sought preservation through life belts perished, and also quite as singu-

with pessibly a single exception, laid down his life rather than part with his wife. The only body which appeared to be mutilated was that of the stewardess, which was found, with a lifebelt upon it, six miles at sea, floating upon her back as calmly as though she had been asieep. THE MERRITT FAMILY.

The bodies of Mr. William H. Merritt and Miss Annie Scrymser, of New York, were recovered. Their relatives have reached here and will forward the remains to New York. They will reach there on Wednesday night. To survey the whole sad scene without an involuntary shudder is impossi-STORIES OF ROBBERIES OF THE DEAD

are well-founded. Mrs. Davidson's body, with \$1,500 in her dress pocket, was picked up this afternoon. Others who were supposed and known to have money in large or small sums have been found; but there are no reports of their effects. All the valuables are taken possession of by a sort of semi-magistrate of Halifax; but there is NO ONE PRESENT TO REPRESENT THE WHITE STAR

excepting a young fellow who came over as a waiter. All the officers of the boat and agents of the company have been and are now, at midnight, lingering around the Halifax Hotel, and the dead and dying who drifted ashore at Prospect are at the mercy of the general multitude.

Some are thieves; some are not. The officers, to use an expressive term now popular in Halifax, are "snobs." The representative of the New York branch of the company, if he comes up to what is expected of him, will correct all this to-morrow. FUNERAL OF THE SECOND OFFICER.

The funeral of Metcalf, the second officer of the steamer Atlantic, took place here to-day, from St. Paul's Episcopal church. The bodies of Mrs. and Miss Davidson, two cabin

passengers, were picked up to-day and brought to

The divers have commenced work.

THE INVESTIGATION.

Captain Williams' Statement-A Clear. Starlight Night-No Soundings Taken-The White Snow Line of the Shore Unseen-No Warning of the Danger-Coal Short When Eight Days Out-Barely Provisions Left on the 31st - Astounding. Admissions - Statements of Cabin Passengers-Explosion of the Boller-The Inefficient Crew-Chief-Officer Firth's Admissions Mistaken Course-Irremovable Responsibility.

The inquiry ordered by the Dominion govern-ment into the Atlantic disaster commenced to-day in the Custom House building, before the Collector, E. M. McDonald. Captain McKenzie, a shipmaster sat as associate with Mr. McDonald. Hon. S. L. Shannon, Q. C., and H. Blanchard, Q. C., appeared for the government, and J. N. Ritchie, Q. C., for the

THE AUTHORITY FOR THE INQUIRY. Mr. McDonald, in opening the Court, said the inquiry was to be held under the thirty-eighth chapter of the Dominion Acts of 1869, and would have the force of an English Board of Trade inquiry. He had not received the commission for the Court, but he had received an official telegran stating that it was on its way, and if all parties would consent he would go on at once and rely or the commission being received in good time.

Mr. Ritchie for the Captain consented. Mr. Blanchard said unless there was a full and meanivocal consent he would object to going on. It might appear, when the commission was received, that there were special instructions which would require them to begin again.

All parties consented, and the Captain, James A. Williams, was called, sworn and read the following statement, part of it being a copy of a letter he ba written to the owners of the Atlantic:-

CAPTAIN WILLIAMS' STATEMENT. On the 28th of March the engineer's report showed the coals getting short, we having experienced three days of very severe weather; the coals on board were 319 tons; we being 1,130 miles from Sandy Book, the speed came down from eight knots per hour and with a moderate strong breeze to five knots per hour. Hoping that the wind would change tavorably I kept on until the 21st, when our coals were reduced to 127 tons and the ship distant from Sandy Hook 469 miles—latitude 41 39, longitude 63 54; as the ship by this time was making but seven knots per hour, the wind being at the southwest, the glass falling and westerly swell on, I thought the risk too great to to keep on, as in the event of a westerly gale coming up we might find ourselves shut out of all sources of supply; the chief steward also

REPORTED THE STORES SHORT, fresh provisions enough for the saloen for two days and but sait for steerage for two days, when all but the bread and rice would be out; at one P. M., after receiving the engineer's report, I decided to come here, Sambro Island being then north, 50 degrees east, distant 170 miles. During the afterneon the wind was south-southwest, with rain; at eight P. M. the wind veered to west and the sky was clear and starlight; I several times corrected the course by the Polar star; the course steered by the compass was north, 24 east, with 7 easterly deviation, which I considered Ample allowance for the westerly set and to lead five miles to the east of samoro Island.

THE FATAL NEGLECT. I left my orders on the bridge as to look-outs.

which word was passed to the officers relieving at midnight -- the second and fourth officers; I corrected the course the last time at 12:20 A. M., when repeated my caution and orders; I then went into the chart room and sat down; in about fifteen minutes a Mr. Fisher came in to ask some particulars about the ship, as he was writing to the Cosmopolitan newspaper; he stayed about twenty minutes, and let; my intention was to run on until three A. M., and then to heave to and awant the day; at midnight the ship's run was 122

miles, which would place her forty-eight miles south of Sambro, the speed by log at 12:20 being nine knots per hour; the night at this time was cloudy and clear; at 12:30 my servant came up with my cocoa, when he was told not to awake me until three A. M., when the second officer would call me; the first intimation I had of anything was the ship

call me; the first infimation I had of anything was the ship

STRIKING ON MEAGHER'S ROCK,

Or Meagher's Island, and remaining, heeling slightly to port; the officers were quickly at their stations, accompanied by the quartermasters. The first sea swept away hit the port boats, and the ship heeling over rapidly soon rendered the starboard boats useless; every effort was made to sead the people forward, outside the ship, but terror defeated all our efforts; the second officer was in the starboard lifeboat; I carried two ladies and placed them with him, and returned for more; before I got as far as the saloon entrance, I managed to get hold of the weather rail and get back to the hieboat; I took the ladies out and placed them in the main rigging; went back and called to the second officer to come out, as the boat would roll over, which she did in a few minutes, carrying with her Mr. Metcalf and from thirty to forty men; finding that I was of no use there, I returned to the main rigging and found that

THE LADIES HAD GONE.

The chief officer, Mr. Frith, got up into the mizzen rieging, where his retreat was soon cut off, and had to remain there until three P. M., when the weather and sea moderated with the failing tide and he was got off. Mr. Brady, the third officer, finding Rock, distant from our starboard how about forty yards; Owens swam first, but failed to get a footing; Sp-akman then tried and succeeded; a stouter rope was hauled on the rock, along which Mr. Brady passed, followed by the cldest of the men. By this time it was 4 A. M. I was at this time in the main rigging, trying to get the passengers here collected to make an effort to get forward. Many went; but the larger number (several saloon passengers among them)

LAY THEER AND DIED.

The purser was the grat to succumb to the intense cold that prevailed. STRIKING ON MEAGHER'S ROCK

there collected to make an effort to get forward, Many went; but the larger number (several saloon passengers among them)

LAY THEM AND DIED.

The purser was the drst to succumb to the intense cold that prevailed; finding myself of no use there I got along outside the ship to the fore rigging, got the fore sheets and tack undone and sid ashore; we now had five ropes to the rocks, along which men to the number of 200 passed safely, though nearly exhausted on reaching the rocks; Mr. Brady, accompanied by Messrs. Owens, Speakman and Thomas, now got a line across the inner channel, which was about one hundred yards wide and shallow, though with a heavy surfrunning through; they then went up and

GAVE THE ALARM,
and sent a messenger to Hahfax; about fifty got to the larger island by the line, though many were drowned in the attempt, among the number being the chief steward, who was drewned by the pasengers crowding him down; I, with the fourth officer, encouraged as much as we could the people about four hundred and fifty who remained on the ship's side to keep moving and keep from failing asieep; in many cases they gave right up and died, apparently without any pain; twelve men seated together laid down beside me, and despite all efforts to rouse them died and shipped into the sea; at 5:30 A. M. the first boat came, but she was too small to be of any use.

THE CAPTAIN'S EMOTION.

At this point the Captain's feelings overcame him, and it was several minutes before he could proceed. He then continued:

In about twenty minutes more the first large boat was launched, and proceeded to take the passengers off the small rocks; she was in half an hour followed by two others. I succeeded, fearing the ship would part and slide into deep water, in getting them to take off those from the ship first, and many were saved who, it left there to the last, would have perished from exhaustion; at this time i missed the lourth officer, and leared he had fallen in, when I saw him on the rocks encouraging and helping another boat along;

I missed the fourth officer, and leared he had fallen in, when I saw him on the rocks encouraging and helping another boat along; when all had left but about thirty men, my hands being frozen and my legs stiff, they took me off, the rest following immediately. At 8:45 all the passengers were landed, and lodged in a wooden hut, belonging to A FISHERMAN NAMED CLANCY, who, with his daughters, gave them all they had, made fires and warmed them; during the day they were dratted off to the various islands about, and billeted among what houses there are there; Mr. Ryan, the resident Magistrate, filling his house and the others following his example;

NO WOMEN OR CHILDREN WERE SAVED;
at one P. M. I sent Mr. Brady on to Halifax to give particulars, obtain food and assistance, also to get steamers down early and convey the passengers and crew to Halifax; at five P. M., the tide having fallen, she broke in two abaft the foremast, ship falling over till the sea washed completely over her; her cargo was now washed out; having no other officer at hand, I detailed the boatswain and eight men to prevent.

other officer at hand, I detailed the boatswam and eight men to prevent

THE WRECKERS, WHO NOW SWARMED ROUND, from carrying away the saved goods, and set a watch of four men during the night to pick up the bodies of such as might wash ashore; they picked up but five during the night; at daylight the Customs authorities came down and took charge; I gave to a Captain Sheridan provisional authority to employ what labor he required for salvage, with the understanding that the salvage should not be over forty per cent of the net value; and if this was objected to, to leave it to the arbitration of two justices of the peace; we embarked all our saved, amounting to about four nundred and twenty-nine, in the steamers Lady Head and Delta, and arrived at Hailax at three P. M., where Mr. Morrow, the Cunard agent, who had promptly offered us every assistance, had places prepared for all; I have given the company's carpenter orders to get.

orders to get

Two hundred shells to bury the dead and an undertaker to attend to the saloon passengers' bodies and the second officer's, as their friends might wish them forwarded; many bodies had come on shore before I left, some unrecogniza-ble; but I identified those of Mr. Metcaif, Mrss Mer-ritt, Mrs. Fisher and the chiefsteward, together with several of the crew; I left the fourth officer and four men at the wreck to identify and take charge of papers, valuables, &c., that might be throwirup; I seved 13 subnon passenters, but 20: seved 416 steep

four men at the wreck to identify and take charge of papers, valuables, &c., that might be throwning; saved 13 saloon passengers, iost 20; saved 416 steerage, lost 527 steerage and crew; but three women were seen, the two 1 have spoken of and one who got up beside the chief officer and died in the rigging with her baby

EXAMINATION DIRECT.

In reply to questions of his counsel he added:—1 was on the bridge up to twenty minutes past twelve; up to midnight it was brilliant starlight; when I left the bridge I went into the chart room, thirty leet abait the bridge, on the upper deck, within easy call of the officer on deck; I got up at two o'clock, looked into the wheemouse, and then lay down for an alarm; in making calculations I estimated her speed to be eleven knots; she had increased gradually from seven and a half to twelve knots; the third officer reported that she had run 122 miles at twelve o'clock; that agreed with my calculations; I expected the ship at three o'clock would be eighteen or twenty miles south of Sambro, and to lay by until daylight; I had not my clothes off at all; I had every reason to put confidence in the second officer; he had made two voyages in the ship; I always found him a steady, sober man.

CROSS-EXAMINED BY MR. BLANCHARD.

I had a latitude by observation and by chronometer when I bore up for Haliax; the charts have all

ship; I always found him a steady, sober man.
CROSS-EXAMINED BY MIS BLANCHARD.
I had a latitude by observation and by chronometer when I bore up for Halilax; the charts lawe all been lost; the ship increased her speed after I bore up for Halilax, because we were not then so anxious to economize coal; the speed at twelve o'clock was about twelve knots; I reckoned then we were forty-eight mides oil Sambro, then bearing north, five degrees east; I did not shift the course; I considered we would pass five miles east of Sambro light; I had

course; Iconsidered we would pass five miles east of Sambro light; I had

NEVER DEFORE EROUGHT SHIPS INTO HALIFAX; or been on this coast; the third officer had been in the harbor twice; none of the other officers had ever been here; I did not use the lead at all in coming to Halifax; I knew we were within soundings, north of La Have; I did not sound because the might was clear and Sambro light should be seen twenty-one miles in clear weather and in moderate weather fifteen miles; the bridge was thirty-six feet above the level of the sea; I knew I was approaching the shore; the clearness of the might and the certainty of seeing the light were my only reasons for not sounding; I am now satisfied that when I went into the chart room.

I WAS MISTAKEN IN THE LOCALITY OF THE SHIP; she must have been further northward and westward than I thought; I knew the coast was an iron-bound and dangerous one, though I had never been on it.

Here the Captain took the chart and explained the position of the vessel.

I would not have got into forty-five fathoms of water until I was thricen or fourteen miles south of Sambro, where I should stop the ship; if I had been sounding regularly from twelve to three o'clock I would have been on deck and the ship would not have gone ashore; there were three quartermasters and the second and fourth officers on deck; it was my second voyage to America in that ship; when the ship struck there was a considerable swell on:

THERE WAS NO SORT OF WARNING; she was going between nine or ten knots at the time; in seme of the statements in the press it is said I left the ship when about fifteen persons had been taken off the rigging; what I said was that when I left all but about fifteen had left; when I left all but about fifteen persons had been taken of the rigging; what I said was that when I left all but about fifteen persons had been taken of the rigging; what I said was that when I left all but about fifteen persons had been taken of the rigging; what I said was that when I left all but about fi Saughto light; I had NEVER BEFORE BROUGHT SHIPS INTO HALIFAX;

watch and fifteen minutes past three by the chief engineer's when she struck.

CROSS-EXAMINED BY THE COMMISSIONER.

I left word to be called at three o'clock; I do not know whether I was called at three, as the snip struck but a lew minutes after; I do not think I was; had I been called at three sharp I think I would have seen the land in time to have averted the calamity; from the state of the weather when I came on neck I think

THE WHITE SNOW LINE OF THE SHORE

would be visible at a distance of from two to three miles; the officers on duty, had they been energetic, might, I think, have seen that there was something shead, and if orders had been given to reverse the engines the calamity might have been averted; I have always made it a rule to make all my officers participate in the navigation of the ship, so that each and all are equally conversant with myself in the position of the ship and the deviation of the courses steered by the compass; the White Star steamers are supplied with princed orders for the guidance of commanders; those orders are, that we are to take all possible precautions against fire, collision and wreck; there are no special in-structions as to precautionary steus in approach-

ing the shore; that is left entirely to the judgment of the commanders; the officers in charge have full power to change the course, or stop the ship if necessary, without consulting the captain; there are no special instructions as to soundings.

This ended the Captain's evidence.
Once during his statement he was much affected. The Court adjourned for one hour.

Afternoon Session.

Afternoon Session.

The Court resumed its session at three o'clock.

DANIEL KINANE,
a cabin passenger, was sworn, and stated:—I went
on board the Atlantic at Queenstown; on Monday,
after the Captain took the reckoning, it was stated
that the ship would bear up for Hallfax; I was on,
deck as late as half-fast ten o'clock that might; the
night was dark; some stars were visible, and there
was a light breeze; I went into the smoking room
and remained until cloven o'clock; then went to
my stateroom; went to bed, and fell asleep immediately; I was aroused by the noise of the ship
striking; I put on my clothes and got to the deck;
the saniors and officers were running about confused; I asked what was wrong, and was told by
the person I addressed that he did not know; about
two or three minutes after I got en deck

the person I addressed that he did notknow; about two or three minutes after I got en deck

THE BOLLER EXPLOPED;

I clung to the ringing and afterwards to the ship's side; several attempts were made to reach the rock, and one man succeeded in getting to it; I also saw several attempting to swim ashore; I found that the stern was sinking and that the place in which I was would likely be covered; I then got forward to where the Captain was; he was encouraging them to get to the rock, and told them if they clung to the ship's side they would perish; he told me to take to the rope; I jumped into the water, seized one of the three ropes that were out and reached the rock; after about an hour the lishermen came out in the boats and rescued us; the Captain and officers did, as I thought, all they could do; so far as I could see, the Captain and officers were attentive to their duty; one of the cabin passengers spoke to me about

THE CAPTAIN'S TEMPERATE HABITS: THE CAPTAIN'S FEMPRIARE HABITS;
he refused wine at dinner; I never saw him
drink anything stronger than lemonade; it was
daylight before the passengers commenced to
land; I do not know whether the steerage passengers were prevented from coming on deck or not;
I have no reason to suppose they were.
This ended Mr. Kinane's evidence.
MR. SPENCER JONES.

This ended Mr. Kinane's evidence,
MR. SPENCER JONES,
a cabin passenger, then testified as follows:—I was
up until after eleven o'clock on Monday night and
then went to bed; I was aroused by the shock of
the vessel striking; I went on deck and found
everything in confusion; about eight minutes after
she struck she keeled over; the Captain appeared
to be doing what he could to save the people;
he was under the foremast, holding on to a
rope and encouraging the people to get ashore; I
have had much experience with ships, being connected with a shipping house in Liverpool; the
discipline of the Atlantic was excellent; the conduct of the Captain and officers towards the passengers was all that could be desired; they were
gentiemen in every sense of the word; they were
gentiemen in every sense of the word; they were
gentiemen in every sense of the word; they were
gentiemen in every sense of the steried; they were
gentiemen in every sense of the steried; they were
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gentiemed in the could be desired; they were
gentiemed in every sense of the steried; they were
gentiemed in the could be to save more lives than
were saved; I do not know, nor, did I hear of any
effort being made to keep the, steerage passengers
below.

Mr. Jones gave his cyldence in such an indistinct

were saved; I do not know, not did I hear of any below.

Mr. Jones gave his evidence in such an indistinct manner that part of it could not be heard by the reporters; but this is the substance of it.

NICHOLAS BRANDT then testified—I was usleep and was aroused by the shock; went on deck into the wheelhouse and thence to the weather side of the ship and climbed up in the rigging; seeing that the stern was sinking I went forward and remained until I was taken off in the same boat as Captain Williams; I have been to sea a great deal; this was my sixth voyage in the White Star line; the conduct of the officers and the discipline of the crew of the Atlantic was very good; the officers were always energetic in the performance of their duties, nothing could have been done to save life after the saip struck beyond what was done;

The STEERAGE HATCHES WERE OPEN; there was also a passage from the sicerage to the cabin; when I was in the wheelhouse the time was eighteen or nineteen minutes past three; the ship had then keeled over; Captain Williams stood on the side of the vessel below me encouraging the passengers to keep moving about, and for six hours remained getting the passengers into the boats; when I turned in at eleven o'clock I noticed that the weather, which had been clear, was getting hazy—a night in which it would be difficult to make the land.

This ended Mr. Brandt's evidence.

Coates, George,

oghlen, Margaret,

ok, Frederick

Cook, George H.,

Edward,

John, Patrick,

Margaret,

Crokes, Marga Cleary, Ann, Clarke, Mary, Craken, Mary,

oorigan, Thoma oorigan, Margar loffey, Mary, loyle, Mary, loyle, John,

erpe, Mich. hoyle, Pat, hoyle, Alice,

umphy, Alice, oyle, Pat, dwards, Henry, rwin, E., and infant, riambson, Nils, ngier, Andreas,

ler, David, ler, Dorothea, ler, Andreas, ler, Elsbeth,

ister, Christia ister, Owen, leider, Alfred, ariey, Thomas, eris, George, ligore, Ellen.

Catnarine.

Louis, Marie,

Freihi, E., Freihi, F. and D. Joseph,

Figure 7, Charles, Gienfield, Annie, Green, William, Golden, John, Guentasson, Ola, Guentasson, Bingla,

Gunenaldson, Anne Gunenaldson, Anne Gogiardi, George, Gogiardi, John, Gobathular, J. J.,

Gritta, —,

Grimes, Fisk,

Griffin, Mary, Garvey, Mary, Grattan, Patrick, Hadley, Margaret, Hawkins, William

Hasbitt, Sarah, Hasbitt, Thomas, Hasbitt, Sarah, Hasbitt, James, Haywood, John,

Hanley, Patrick,

Heermessey, John, Heermessey, Thonese, Hill, Thomas, Hill, William P.,

der, Johann, der, Margueritte, der, J. G. Christian, der, Magdalene, der, Christiana,

mnee, John, inlen, Ann, ethlon, Jos., nebrowski, Anna, owns, Maria, owns, Thomas,

the land.

This ended Mr. Brandt's evidence.
Mr. McDonaid said it was not necessary to have the same story repeated, but if any passenger had anything new to state to come forward.

CHARLES W. ALLEN testified—I was a cabin passenger, and the first one on deck; my experience was much the same as that of others; I was saved by the rope and the rock; it is my opinion that a good many more lives would have been saved if the ship had been manned by efficient seamen; the Captain could not manned by efficient seamen; the Captain could not get any number of men to do duty efficiently;

get any number of men to do duty efficiently;

ONE BOAT REMAINED SOUND
as much as three hours after the snip struck; that
was No. I boat; my impression from the beginning
of the voyage was that the snip was not well
manned; there may have been a large enough
fumber, but they were not efficient men; the
captain and officers after the vessel struck seemed
to exert themselves as much as they could; I considered the Captain and the officers competent to
perform their duty; I noticed that one of the rules
was to

EXERCISE THE CREW AT THE SOUND

perform their doty; I noticed that one of the rules was to

EXERCISE THE CREW AT THE BOATS
once a week; that was not done; I believe that all steamers have that rule, but few obey it; there would have been difficulty in getting the boat into the water, but i believe it could have been accomplished; I heard of a gross act of insubordination among the crew the second day out, but do not know of any; Mr. Kinane told me of it.

CHIEF OFFICER FIRTHS' STATEMENT.
John William Firthas chief officer of the Atlantic testified—At twelve o'clock noon on Monday the captain and I took observations by separate chronometers and agreed very closely; the longitude was 63-5, latitude 41-39; a consultation of the officers was held as to the propriety of turning round to Halliax for coal, and we unanimously agreed to do so as the safest proceeding; at one o'clock the ship was headed for Halliax, the course being north 24 east; the speed was then about nine knots; I then went below; at four o'clock I returned to the deck; my watch was from four to six; no alteration was mide in the course; I was below from six to eight; at eight there had been a change of weather and several showers of rain; I

REMAINED ON DECK UNIL TWELVE;
this course was not changed; there had been some

of weather and several showers of rain; I

REMAINED ON DECK UNTIL TWELVE;
this course was not changed; there had been some dark clouds, but they had passed, and it was then clear; about half-past eleven o'clock the quartermaster told me the speed was twelve knots; at ten minutes to twelve o'clock the Captain came on the bridge, where I was, and inquired for the third officer (Brady), as he wished to have the distance run by the ship from one P. M. to midnight; officer Brady was at the time on his rounds of the ship; the Captain alterwards came on the bridge and told me he placed the ship

FOUR MILES SOUTH OF SAMERO;
I then went below; the Captain's orders were to keep a good lookout for loose ice, and, in the event of seeing the light, if a fixed light, to get it two points in the port bow and call him immediately, and, under any circumstances, to call him not later than twice o'clock; these orders I conveyed to the second officer; the lead was not thrown over at all; the lead was ready on the bridge; I was aroused by the shock when the ship struck; I went on deck and found a number of men trying to clear away No. 4 hieboat; it was just clear when

A SEA CAME AND SWETT IT AWAY;
No. 7 lifeboat was then cleared and also washed away; the sea was then working a clean breach over the fore part of the ship; she had keeled over to the windward and seaway; the passengers were taking to the rigging; there were thirty-two, including one woman, in the mizzen rigging with me at daylight; I remained there till about two o'clock in the afternoon, when I was rescued by a boat's crew.

OGAL'S CIEW UNDER THE COMMAND OF REV. MR. ANCIENT;

UNDER THE COMMAND OF REV. MR. ANCIENT;
many who left the rigging to try to reach the ropes
were washed away; I was unable to swim; I was
the last man who left the wreck alive; it was, in
my opinion, impossible to have launched the boat
spoken of by Mr. Allen; it was carried away about
daylight; I have had twenty-seven years' experience at sea, with a great many masters, and I
found captain Wilhiams all that could be expected
or one in his position; I have been a shipmaster
myseif largely in the India trade; there could not
have been any attempt to keep the steerage
passengers below; the companion ways were
open; I cannot give any opinion as to the quantity
of coal she had, or whether it was enough or not;
I joined the steamer in the morning, and left a few
hours later; a person might be told that there were
you tons of coal on board, but that would not prove
it; too often a short quantity of coal is put in ships;
I considered there wis not the slightest risk when
I went to bed at twelve o'clock in the morning
the course was intended to take us about five
miles east of Sambro Light; the point at which
she struck is, I learn, seven miles west of the light;
I can account for the disaster in no other way than
that there was

A STRONG SET TO THE NORTHWEST

which we did not know of; the log was hove regularly every two hours on two or three days during
the passage when we had no observations; our
dead reckoning was found correct; the chief steward
had reported a short supply of provisions; that
might be, because we took on board more passengers than we expected.

This completed the chief officer's statement.

The Court then adjourned until ten e'clock on

Relief for the Survivors. CHICAGO, April 5, 1873.

The committee who are soliciting subscriptions in aid of the Fourth officer and survivors of the Atlantic disaster report that over \$1,000 have been collected. The money will be forwarded to the agent of the White Star Line to be distributed according to his judgment.

THE STEERAGE PASSENGERS.

We are now enabled to present a full list of the steerage passengers on board the White Star steamship Atlantic. In Thursday's issue we pubished the fullest list then obtainable of the pasengers on the Atlantic, which was transmitted to us by cable, from the London Bureau of the Harkausson, Ras Herald. The letter below, given from the agent Hagman. Hen.y.

of the line, will explain the source from which the complete list of the lost has been obtained. The alphabetical list of the saved, published in the REBALD of Friday last, is appended, so that all those who sailed will be accounted for.

THE AGENT'S LETTER. THE AGENT'S LETTER.

New YORK, April 5, 1873.

To the Editor of the Herald:—

The cable has brought me to-day a full list of steerage bassengers per At'antic not yet accounted for, of which I send you a copy. This list will prove to be in excess of the actual loss from the difficulty in separating in the cable me-sage initials and Christian names in the case of lamilies; but all anxiety can be dismissed by those who surmised that friends might be on board if their names be not found in this list or in that of the saved, already published in your journal, as doubtless they did not embark in our ill-fated steamer.

I am, dear sir, yours obediently,

d not embark in our in-I am, dear sir, yours obediently, J. H. SPARKS.

Mormon, Peter, McKee, William, Murphy, Bridget, Murphy, Mary, Murphy, Sarah, Murphy, James, Murphy, James, Murphy, Pat, Kean, Bennis,
Kays, Ann.
Kaufman, Wolf,
Keats, Johann,
Klusak, Rossa,
Klusak, Johann,
Kirchkoff, Anna,
Kirchkoff, Anna,
Kramer, Margaret,
Kramer, Margaret,
Kramer, Maria,
Kluth, Johana,
Kluth, Johana,
Kluth, Anna,
Klath, Frederica,
Kruse, Frederica,
Kruse, Frederick,
Kroner, Casper, eyer, August, eyer, Louise, eyer, Augusta, Merry, G., Merry, T., lateman, Rosa, Bengtson, S. M., Broers, Margaretha Moore, Bridget, Bengsson, Anders. Morrish, Charles, Merdon, Frederick, Meyer, Henry, Macegan, Ann. McNally, Bridget. McClelland, Anne, Morrisy, Matt, Moran, Cath, laggett, Catharine, Brien, Pat, aloney, Catharine Moran, Bridget, Moran, Eliza,

Nannery, Thomas, Nannery, Bernard,

Nicholson, Ann, Nicholson, Mary,

Nicholson, John, Nicholson, Pat,

O'Mundson, Olivia.

O'Neill, Jeremiah, O'Neill, Margaret, O'Neill, Jeremiah, O Donell, Daniel, Peterson, Peter,

Penradatter, Ellser

Persdatter, Bengla

Person, Jonas, Peterssen, A. A.,

Paulsen, P., Palmer, William,

Pausen, rausen, paimer, William, Palmer, William, Palmer, William, Prichard, Kichard, Prichard, Mary, Parsel, Michael, Phayer, George, Phayer, Margaret, Phayer, Georgina, Pearson, Thomas, Pearson, Thomas, Pearson, Enizabeth, Piers, Alexander, Piers, Alexander, Piers, George, Piers, Ann, Poster, James, Plynn, James, Power, Sylvester, Power, Mary, Power, Joseph, Power, Joseph, Power, Joseph, Peterssen, Elma, Peterssen, Elma, Peterssen, Elma, Peterssen, Elma, Peterssen, Hanna, Quinn, John, Michaelmar, Abritaner, Ab

Rulesshamer, Abraham, Roberts, Henry, Rowe, John

Ryan, Molly, Ryan, John Ryan, Riley, Patrick (saved?), Rose, Edwin, Rose, Rebecca, Rennie, Thomas, Rock, Savia,

Rich, Benjamin, Reter, Joseph, Schacht, Claus, Schultz, Memia, Schultz, Johann, Sivers, Johann, Sivers, Sorotha, Sivers, Margaret, Sivers, Turger, Strasser, T., Schevebendeck, Henry, Schevebendeck, Seña, Schevebendeck, Sema-lan,

lan, chevebendeck, Sofia,

Schevebendeck, Soft schlegel, Jonn, schlegel, J., schlegel, Marietta, schlegel, Jacob, surguy, Edwin, surguy, Hannah, sharman, Henry, sturt, William, smith, William, smith, Sallie, smith, Sallie, smith, William, stretch, Loughlan,

Smith, William,
Stretch, Loughlan,
Silliski, Albert,
Silliski, Auguste,
Schknecht, Wilham,
Schknecht, Wilm,
Schknecht, Wilm,
Schknecht, Wilmelmina,
Schknecht, Wilnelmina,

Schlegel, Marietta, Schlegel, Catharine, Schlegel, Anna, Schlegel, Michael,

Schlegel, Anna, Schlegel, Christian,

Schlegel, Christian, Schlest, Samuel, Schlert, Eve, Schlert, Eva, Schlert, Mathias,

Schieft, Mathias, Spitz, Maria, Staul, Leonhardt, Steinbruner, Frid Stirneman, Blasin Schmidt, Johanne

Schneider, Edw Sheeran, Mary, Smith, Harry, Siser, William, Shay, Mary, Shay, Kate, Shay, Michael,

Benjamin.

Hammell, Stepher, Hanay, Michael, Handley, John, Hannon, Patrick,

Hanson, Patrick, Hanson, Harris, Hanson, O. P., Hanson, P. M., Hanterson, Peter, Hargeven, Pierre,

Haveley, Charles, Hawk, William,

Hayman, William, Hayman, W. H.,

Heary, James, Hessel, John, Hoiland, John, Howlett, Robert, Huff, C., Hughes, Hugh, Huxley, Andrew, Ingelson, S.,

Haxiey, Andrew, Ingelson, S., Isaacson, C. A., Jackson, John D., Jacobs, Henry, Jarvis, Thomas, Johnson, Charles, Johnson, J. H., Johnson J. M., Johnson N. E., Jobrausen, J. A., Jones, Arthur, Jones, Henry, Jones, Robert R., Kailon, M., Kelly, Joseph, Kelly, Micaael, Kelly, Micaael, Kelly, Micaael,

Rowe, John,
Ryan, Patrick,
Iyan, Mary,
Ryan, Nancy,
Iyan, Bridget,
Iyan, Michael,
Iyan, Stephen,
Iyan, Stephen,
Iyan, Pat,
Iyan, Lawrence,
Iyan, Lawrence,
Iyan, Lawrence,
Iyan, Ilawrence,
Iyan, Molly,

Olsen, Nie

Kruse, Frederick,
Kroner, Casper,
Kroner, Elisa,
Lovett, Kate,
Lloyd, Henry,
Lamour, Prudence,
Lovan, Biddy,
Lynch, James,
Lannon, Bridget,
Lannon, Bridget,
Langvest, L. A.,
Larsson, Johana,
Lauber, Christian,
Lee, James, Leahy, Pat, McKeown, Thomas, Mould, William, Mahon, Bridget, McKeon, Maggie, Anderson, C., Anderson, Christopher, Anderson, E., Anderson, John, Anderson, M., Anderson, M., Anderson, O. R., Anderson, Otto, Anderson, Peter, Baglau, Patrick, Barron, William, Bartzeron, A Anderson, Miscall, Catharine McCarthy, Timothy, McCarthy, Jarch, Neumley, Mary, Neumiey, Alf, Nahmutz, Ferd, Nahmutz, Mrs., Nahmutz, Kina, Baskfull, James, Beering, Thomas, Bentrosmuson, M Beren, Gustave, Nahmutz, Sangling, Neals, Maria, Nilsson, Johan, Nilsson, Olaf, Nilsson, T. M., Newbaner, Rosina, Nolan, Mary, Neubaner, Rosina, Nannery, Laurence Nannery, Laurence

Bernden, Hans,
Bier, A.,
Bier, A.,
Bier, A.,
Bishop, Alfred,
Blanter, Wm.,
Black, Thos.,
Black, Thos.,
Black, Geo.
Bootu, Thomas,
Bootu, William,
Braman, Alfred,
Brigelsen, August,
Burkman, John,
Burns, Benjaian,
Burns, Benjaian,
Burns, Michael,
Carmody, Michael,
Carroll, Joseph,
Carroll, Joseph,
Carroll, P.,
Carter, Robert,
Chanson, C. M. H.,
Chaplain, Thomas,
Christeaum, Mr.,
Classificht, Clause,
Costes, G.,
Coinns, Michael,
Coisen, Theodore,
Connolly, Thomas,
Connolly, Patrick,
Cornwall, E., Cornwall, E., Cornwall, E., Cosgrove, Patrick, Coughlin, William, Coyle, Martin, Crismcraft, Chris., Culay, Thos., Cunningham, Michael, Cunningham, Michael,
Cunningham, Michael,
Cunningham, William,
Curning, Christian,
Dalton, John,
Dey, Henry,
Deer, Johannes,
Devlin, Arthur,
Dinotoe, John,
Boberty, Edmund,
Donnelly, John,
Donnelly, Owen,
Poran, James,
Dondler, W.,
Deerle Edward Doyle, Edward, Doyle, James, Driscoll, Cornelius, Drumbuski, Freder Dunn, P., Egan, Edmund, Ellinger, Emile, Egan, Edmund, Ellinger, Emile, Elly, John C., Erickson, Marcus, Erickson, Marcus, Esmelsen, E., Farrell, Thomas, Figgins, Edward, Flannagan, James, Flun, Simon, Finn, Simon, Foley, James, Felk, Mr., Frum, John, Fungo, John, Gayner, Edmund, George, Richard, Giovani, Alliarte, Glandfield, William, Goodall, Henry. Gracefod, Patrick. Greener, M., Groom, Charles, Gunderson, Osm

Tobu, Pat.
Tracy, Mary,
Tracy, John,
Tracy, John,
Tracy, Wargaret,
Tracy, Elea.
Tracy, Wilsam,
Tracy, Wilsam,
Tamain, James,
Exiey, Henry,
Wadley, Annis,
White, George,
Wiese, John.
Wiese, John.
Wiese, John.
Wiese, John,
Wiese, John,
Wiese, John,
Wiese, Wilhamena,
Wile, Caroline,
Wessweld, Robert,
Wansley, Leno,
Watson, John,
Williams, Williams,
Williams, Williams,
Williams, Elizabeth,
Williams, Elizabeth,
Williams, Elizabeth,
Williams, Elizabeth,
Williams, Elizabeth,
Wallams, Elizabeth,
Wallams, Elizabeth,
Wallams, Elizabeth,
Wallams, Elizabeth,
Wallams, Wallam,
Wayman, William,
Wayman, Walliam,
Walliam,
Wayman, Walliam,
Wayman, Walliam,
Wayman, Walliam,
Wayman, Walliam,
Wayma Steerage Passengers Saved. McCabe, Charles, McCarthy, Terrence, McCuppen, Thomas, McGrath, James, McGrath, John, McGrath, Patrick, McKay, Peter, McLatchey, Joseph, McMann, John, McMann, John,
McMann, John,
McNamara, John,
Makerham, John,
Malone, William,
Manning, Thomas,
Medcaif, Thomas,
Medcaif, Thomas,
Medley, Henry,
Merle, M.,
Milley, Albert,
Meyer, James,
Meyer, James,
Meyer, Victor,
Mills, Edward,
Monat, Thomas,
Meyer, Oganiel,
Moore, Patrick,
Mormon, Feter,
Morris, Charles,
Munghy, John,
Murphy, John,
Murphy, Thomas,
Neal, Jeremiah,
Neilson, Neal,
Neilson, Neal,
Neilson, Olaf,
Neilson, O. M.,
Neilson, O. M.,
Neilson, O. M.,
Neilson, W., Neilson, O. M., Neilson, W., Nelson, O. J., Neisbitt, Richard, O'Connor, Patrick, O'Neil, Hugn, O'Sullivan, Tim. J., Owen, John, Parker, George, Parker, William, Parrish, Alexander, Parsons, Henry, Parsons, Henry, Parsons, Nen, Partignessen, Olaf, Patterson, John, Peck, Benjamin, Peterson, Chris. M., Penson, Martin, Peters, J. A., Peters, John, Peterson, E., Peterson, E., Potter, Frederick, Pratt, James, Pratt, Thomas, Pritcher, R. E., Puga, Evan, Qeinn, John, Raby, Frederick, Redfen, Thomas, Raby, Frederics, Redfor, Thomas, Redney, Thomas, Relly, Patrick, Relly, Peter, Reynolds, Richard, Richards, John, Rit, Thomas, Reedly, Daniel, Riland, Peter, Rogers, Peter, Rojand, William, Romack, James, Sattery, Sampson, Patrice, Scanlan, Cornelius, Scheiby, Daniel, Schmidt, Jacob, Schmidt, Jacob, Schwartz, John, Swartz, M., Schwartz, Michael, Seadon, Hampton, Seadon, Hampton, Shammay, Henry Shaw, William, Shianzer, John, Shamir, Michael, Sinclair, Thomas, Sinover, Mitchell, Smidt, Jacob, Gunderson, Osmond, Gustave, A., Gustave, John, Smith, William. Svenson, R., Svenson, Mr., Svenson, C., Svenson, E., Svenson, Stanelland, John. Steverman, John. Saalburson, Andrew, Sullivan, Cornelius, Sullivan, M., Sullivan, Michael (1), Sullivan, Michael (2) Sullivan, Patk. Sulson, Neil, Sunsum, B., Sussey, Peter, Succliffe, Patrick, Sviensk, John, Swanki, John, Tapman, John P., Taylor, John, Taylor, Richard, Teiler, Joseph, Thomas, Robert, Thompson, K., Thomas, Robert,
Thompson, K.,
Thompson, K.,
Thompson, L. P.,
Thompson, P.,
Thomas,
Tye, Edmund,
Tyenariser, William,
Unson, Peter,
Unson, Peter,
Unsten, J.,
Valentine, William,
Vollske, Aifred,
Wade, William (1),
Wade, William (2),
Wadley, Join,
Wallam, William,
Wallam, William,
Wallam, William,
Wallam, James,
Wandson, Mr.,
Warden, James, P., William, No. 1, William, No. 2, konii, Frederick W.,
Larner John,
Lawsen, E. B.,
Leadon, Hampton,
Leamer, John,
Lee, Rudolph,
Lepper, James,
Lepper, William,
Levert, Peter,
Lophain, William,
Lever, John,
Lucas, James,
Lucas, John,
Lunsen, B.
McAdam, Peter,
Number of steerage passengers saved, 312.

ARRIVAL OF PASSENGERS.

Their Statements to a Herald Reporter-The Liverpool Agents Severely Comdemned.

The saved passengers and crew from the steamship Atlantic will arrive from Boston, via the Fall CONTINUED ON ELEVENTH PAGE